



EUROPEAN PARLIAMENT

2014 - 2019

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*Committee on Transport and Tourism*

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**2014/2075(DEC)**

27.1.2015

# **AMENDMENTS**

## **1 - 15**

**Draft opinion**  
**Georgi Pirinski**  
(PE544.386v01-00)

on the 2013 discharge: EU general budget - European Commission  
(C8-0140/2014 – 2014/2075(DEC))

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PE546.813v01-00

**EN**

*United in diversity*

**EN**

AM\_Com\_NonLegOpinion

**Amendment 1**  
**Daniela Aiuto, Peter Lundgren**

**Draft opinion**  
**Paragraph 2**

*Draft opinion*

**2. Welcomes the fact that the residual error rate in 2013 is below 2 % for the TEN-T programme, the Marco Polo programme managed by the Executive Agency for Competitiveness and Innovation (EACI) and the Joint Undertakings for which DG MOVE is responsible (SESAR and Fuel Cells and Hydrogen (FCH)); regrets, however, that the residual error rate for FP7 for research in the transport sector remains above 2 % in 2013 (2,82 %); notes that *the main reasons for* errors under research programmes are the complexity of the eligibility rules in the basic acts *and the lack of capacity for full ex ante control over the claims of all beneficiaries, numbering in the thousands*; expects that the radical simplifications which have been proposed in Horizon 2020 will contribute to significant decrease in errors;**

*Amendment*

**2. Highlights the constant problems in the monitoring of calls for tender and operating activities; regrets that the residual error rate for FP7 for research in the transport sector remains above 2 % in 2013 (2,82 %); notes that *although* errors under research programmes are *often the result of* the complexity of the eligibility rules in the basic acts, *ex ante checks are not sufficiently effective; stresses that ex post controls should be introduced as a means of verifying performance*; expects that the radical simplifications which have been proposed in Horizon 2020 will contribute to significant decrease in errors;**

Or. it

**Amendment 2**  
**Daniela Aiuto, Peter Lundgren**

**Draft opinion**  
**Paragraph 2 a (new)**

*Draft opinion*

**2a. Deplores the illegal practice of awarding contracts directly without conducting a public procedure, as highlighted by the Court of Auditors in**

*Amendment*

*connection with a TEN-T project in Germany in which contracts for additional construction works for an airport passenger terminal were declared for cofinancing (similar cases have arisen in Belgium, the Czech Republic, Germany, Spain, Italy and Sweden);*

Or. it

**Amendment 3**  
**Daniela Aiuto, Peter Lundgren**

**Draft opinion**  
**Paragraph 2 b (new)**

*Draft opinion*

*Amendment*

*2b. Deplores the use of illegal award criteria, which results in contracts being awarded in an irregular manner, and the making of changes contracts' scope following the completion of tender procedures, as highlighted by the Court of Auditors in connection with ERDF projects in Spain;*

Or. it

**Amendment 4**  
**Martina Dlabajová**

**Draft opinion**  
**Paragraph 3**

*Draft opinion*

*Amendment*

3. Notes that in 2013, the Court of Auditors audited eight transactions in the transport sector and found that five of them were affected by one or more errors; draws attention to the increase of the percentage of affected transactions in 2013 (62 %) compared to 2012 (49 %) and is concerned

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that, as in previous years, the Court has found several errors in relation to non-compliance with Union and national procurement rules for the TEN-T projects examined; takes note that as in the preceding year 2012, once more in 2013, DG MOVE did not issue a reservation related to public procurement errors; insists, therefore, that the Commission undertakes the necessary measures in order to exclude such errors in the future;

that, as in previous years, the Court has found several errors in relation to non-compliance with Union and national procurement rules for the TEN-T projects examined; takes note that as in the preceding year 2012, once more in 2013, DG MOVE did not issue a reservation related to public procurement errors; insists, therefore, that the Commission undertakes the necessary measures in order to exclude such errors in the future; **further notes that the controlling activities should observe whether projects exceeded approved costs; underlines that even if the funding period 2007 - 2013 is formally over, there is a N+2 principle for cohesion funding, meaning that many projects are still under construction until the end of this year;**

Or. en

## **Amendment 5** **Claudia Schmidt**

### **Draft opinion** **Paragraph 3**

#### *Draft opinion*

3. Notes that in 2013, the Court of Auditors audited eight transactions in the transport sector and found that five of them were affected by one or more errors; draws attention to the increase of the percentage of affected transactions in 2013 (62 %) compared to 2012 (49 %) and is concerned that, as in previous years, the Court has found several errors in relation to non-compliance with Union and national procurement rules for the TEN-T projects examined; takes note that as in the preceding year 2012, once more in 2013, DG MOVE did not issue a reservation related to public procurement errors; insists, therefore, that the Commission

#### *Amendment*

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undertakes the necessary measures in order to exclude such errors in the future;

undertakes the necessary measures in order to exclude such errors in the future; ***notes that it is of utmost importance to extend the ex-ante and ex-post control of the beneficiaries of Commission grants, funding and financing, in order to avoid the misuse of the Community allocation of resources;***

Or. en

**Amendment 6**  
**Karima Delli**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Calls on the Commission - for transparency's sake - to publish an easily accessible annual list of transport projects co-financed by the EU, including the exact funding amount for each individual project: this list of projects shall include all sources of EU funding such as TEN-T, Horizon 2020, Cohesion and Regional Funds;***

Or. en

**Amendment 7**  
**Daniela Aiuto, Peter Lundgren**

**Draft opinion**  
**Paragraph 3 a (new)**

*Draft opinion*

*Amendment*

***3a. Deplores the serious failures to comply with public procurement rules highlighted by the Court of Auditors and involving the direct award of additional works in the absence of unforeseen***

*circumstances, the use of illegal award procedures and the making of changes to contracts' scope following the completion of tender procedures;*

Or. it

**Amendment 8  
Karima Delli**

**Draft opinion  
Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

*3b. Urges the Commission to report every year how the remarks on the respective budget lines have been taken into account;*

Or. en

**Amendment 9  
Daniela Aiuto, Peter Lundgren**

**Draft opinion  
Paragraph 3 b (new)**

*Draft opinion*

*Amendment*

*3b. Points out that the errors detected are not confined to procedural flaws but include the unlawful use of funds by firms at the centre of arrests and investigations into links with organised crime, as occurred in connection with the Mestre bypass in Italy;*

Or. it

**Amendment 10  
Georg Mayer**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. Welcomes ***the expected*** cost savings ***from the delegation of*** the management of parts of the Connecting Europe Facility and parts of energy and transport research under Horizon 2020 ***by the Commission*** to the new Innovation and Networks Executive Agency (INEA - ex-TEN-T Agency); ***asks, however, for further strengthening of the Agency's administrative capacity in order to be able to effectively and efficiently manage*** the increased budget for the transport sector in 2014-2020 MFF and the transport projects under the new Investment Plan for Europe;

*Amendment*

4. Welcomes the ***Commission's aim of achieving*** cost savings ***by delegating*** the management of parts of the Connecting Europe Facility and parts of energy and transport research under Horizon 2020 by the Commission to the new Innovation and Networks Executive Agency (INEA - ex-TEN-T Agency); ***points out, however, that the hiving-off of Commission tasks to external agencies has increased administrative costs for the taxpayer by 19 %; calls for a yearly assessment to be carried out, on the basis of annual cost accounting, of the justification for existing cost centres; calls for*** the increased budget for the transport sector in 2014-2020 MFF and the transport projects under the new Investment Plan for Europe ***to be managed effectively and efficiently using the Agency's core administrative capacity;***

Or. de

**Amendment 11**  
**Georg Mayer**

**Draft opinion**  
**Paragraph 4**

*Draft opinion*

4. ***Welcomes the expected cost savings from*** the delegation of the management of parts of the Connecting Europe Facility and parts of energy and transport research under Horizon 2020 by the Commission to the new Innovation and Networks Executive Agency (INEA - ex-TEN-T Agency); ***asks, however, for further***

*Amendment*

4. ***Expects*** the delegation of the management of parts of the Connecting Europe Facility and parts of energy and transport research under Horizon 2020 by the Commission to the new Innovation and Networks Executive Agency (INEA - ex-TEN-T Agency) ***to generate unnecessary additional costs; calls, therefore, for the***

*strengthening of the Agency's administrative capacity in order to be able to effectively and efficiently manage the increased budget for the transport sector in 2014-2020 MFF and the transport projects under the new Investment Plan for Europe;*

*Agency's administrative capacity to be kept to an absolute minimum, and takes the view that a budget increase under MFF 2014-2020 must not automatically lead to an expansion of the Agency's administrative structure; urges instead, in keeping with the principles of administrative efficiency and effectiveness, that at least once a year an assessment should be carried out with a view to identifying unnecessary administrative tasks; calls for a yearly assessment to be carried out, on the basis of annual cost accounting, of the justification for existing cost centres;*

Or. de

**Amendment 12**  
**Martina Dlabajová**

**Draft opinion**  
**Paragraph 4 a (new)**

*Draft opinion*

*Amendment*

*4a. Recalls that the transport projects in the period between 2007 - 2013 and 2014 - 2020, have been, and will be, respectively financed from multiple sources, including the CEF, the Cohesion Fund and the European Regional Development Fund; calls on the Commission to seek more synergy between different sources of funding to seek more efficient allocation of EU funds;*

Or. en

**Amendment 13**  
**Martina Dlabajová**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Proposes that in relation to the sectors for which the Committee on Transport and Tourism is responsible, Parliament grants the Commission discharge in respect of the implementation of the Union general budget for the financial year 2013, ***as soon as the whole budget receives a Positive Statement of Assurance from the Court of Auditors.***

*Amendment*

5. Proposes that in relation to the sectors for which the Committee on Transport and Tourism is responsible, Parliament grants the Commission discharge in respect of the implementation of the Union general budget for the financial year 2013.

Or. en

**Amendment 14**  
**Georgi Pirinski**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Proposes that in relation to the sectors for which the Committee on Transport and Tourism is responsible, Parliament grants the Commission discharge in respect of the implementation of the Union general budget for the financial year 2013, ***as soon as the whole budget receives a Positive Statement of Assurance from the Court of Auditors.***

*Amendment*

5. Proposes that in relation to the sectors for which the Committee on Transport and Tourism is responsible, Parliament grants ***to*** the Commission discharge in respect of the implementation of the ***European*** Union general budget for the financial year 2013.

Or. en

**Amendment 15**  
**Daniela Aiuto, Peter Lundgren**

**Draft opinion**  
**Paragraph 5**

*Draft opinion*

5. Proposes that in relation to the sectors for which the Committee on Transport and

*Amendment*

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Tourism is responsible, Parliament **grants** the Commission discharge in respect of the implementation of the Union general budget for the financial year 2013, as soon as the whole budget receives a Positive Statement of Assurance from the Court of Auditors.

Tourism is responsible, Parliament **should not grant** the Commission discharge in respect of the implementation of the Union general budget for the financial year 2013, as soon as the whole budget receives a Positive Statement of Assurance from the Court of Auditors.

Or. it